

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, April 26, 11:00 a.m., Rm. 113,
First Floor, County-City Building, 555 S. 10th Street,
Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Jon Carlson, Gene Carroll, Michael Cornelius, Dick Esseks, Gerry Krieser, Roger Larson and Mary Strand; Lynn Sunderman and Tommy Taylor absent.

OTHERS IN ATTENDANCE: Mike Piernicky of Olsson Associates; Kent Morgan, Mike DeKalb, David Cary, Sara Hartzell and Michele Abendroth of the Planning Department; Randy Hoskins, Mike Brienzo, Virendra Singh and Marc Rosso of Public Works & Utilities; Jonathan Cook of the City Council

STATED PURPOSE OF MEETING: **Update on Traffic Model Scenarios**

The meeting was called to order at 11:03 a.m.

Hoskins began by stating that there is an open house on the Long Range Transportation Plan on May 3rd from 5:00-6:30 at Engineering Services at which they hope to get feedback from the community. The public forum is May 17, which is the public's opportunity to be heard on this subject.

Piernicky began the PowerPoint presentation by giving a brief overview of the meeting. Topics will include background information on the long range transportation plan process, a description of the alternative networks, the cost estimates for each network and revenue sources.

Hoskins provided an update of the Long Range Transportation Plan. He stated that a new traffic forecasting model was installed, which can provide better data and better graphics. They calibrated and validated the model. Then they looked at the 2030 land use to see what would happen after adding the 25 years of growth. The results were not good as expected. So they looked at what type of network would be needed to keep Lincoln growing. But based on current funding sources, they would not be able to fund even the 2025 plan. They produced the "continuing growth base network". The primary purpose of this is to get to the fringe of the City and move traffic. They then looked at what things would need to be added to make the network better. At the previous Planning Commission meeting, Commissioners recommended 10 networks. The Metropolitan Planning Organization Tech Comm added one additional network. They then grouped the networks into coherent ways of looking at the network.

Piernicky stated that the majority of the roadways on the fringe were shown as 4+1 lanes, but because of funding shortfalls, they were made 2+1 roadways.

Piernicky reviewed the proposed alternatives for the transportation networks, as follows:

No	Street	Limits	Improvement	A1	A1a	A2	A3	A4	A5	A6	A7
1	84 th St.	O St. To US6	6 lanes	2030 continuing growth base network			x	x		x	
2	98 th St.	Pine Lake to Adams	4 + Turn Lanes			x		x	x	x	
3	Hwy. 2	Van Dorn to East Beltway	6 Lanes			x	x	x		x	
4	Hwy. 2	Van Dorn to Old Cheney Rd.	Grade Separations						x		
5	O St./ Pine Lake/ Adams St.	84 th St. To East Beltway	4 + Turn Lanes			x	x	x	x	x	
6	Superior St.	I80 to Cornhusker Hwy.	6 Lanes				x		x		
7	US6 (Cornhusker Hwy)	I80 Exit 99 to I80 Exit 409	6 Lanes			x		x		x	
8	33 rd St./ 40 th & 48 th St.	Leighton to Hwy. 2	One Way Pairs		x	x	x	x	x		
9	Vine St. & Holdrege St.	Antelope Valley to 84 th St.	One Way Pairs		x	x	x	x	x		
10	A St. & South St.	9 th St. to 70 th St.	One Way Pairs		x	x	x	x	x		
11	O St.	Antelope Valley to 98 th St.	6 Lanes		x					x	x

Hoskins provided a cost analysis of each network. He noted that the costs are all in 2006 dollars and no inflation has been added. Costs ranged from approximately \$1.4 billion to \$1.6 billion. He also provided the revenue sources from FY06 through FY30, which is estimated to be \$830 million.

Hoskins stated that the average trip time in Lincoln currently is 7.9 minutes. If you look at the 2030 land use on the existing network, the average trip time would be 24.2 minutes. The rest of the networks are approximately 13 to 14 minutes. The question we need to look at is if the community will accept almost doubling the average trip time.

Carlson noted that it is important to remember that this is an average, so not every trip will take 15 minutes. Esseks stated that the public will want an explanation for the increase in time. One argument is that we simply do not have the money to increase the road facilities for the natural increase in population. Piernicky stated that the delay in the transportation network is an exponential function, so as you see facilities reaching capacity, the amount of increase in the delay is exponential.

Carlson asked if it would be helpful to provide national average trip times for comparable cities at the May 3rd Open House. Hoskins stated they could provide that information.

Strand asked what the least and most expensive options are. Hoskins stated that they can provide that information as well.

Strand stated that they need to understand the implications of the grade separations on Highway 2. Hoskins explained that the model does not take into account intersections. When they look at the volume of a street, they look at the types of signals that are along that corridor. The model does not go into sufficient detail to show improvements in travel time resulting from grade separations. So the average travel times along that corridor will probably be better with the interchanges than what the model actually shows.

Carroll asked about the trip time for the one-way streets. Hoskins noted that there will be out of direction travel time because people may need to go out of their way to get to their destination. He also advised the Commissioners that administration does not support continuing with the one-way streets as they are concerned with the public perception.

Strand stated that 84th/98th Street is going to be a huge growth area between Lincoln and Omaha. Esseks stated that Alternative 6 appeals to him because of that reason, but it is vulnerable because of the cost. He asked if sub-regional time estimates could be provided. Piernicky stated that the sub-regional analysis is not part of the scope of this project, but the model does have the capability to provide that information at some point in the future. Esseks then asked if the segment average times could be used to provide that information. Piernicky stated that the model output provides a congested speed by link. So if corridors were provided, you could identify the distance of each length segment and the model output congested speed and determine a travel time along a certain corridor.

Piernicky stated that the model runs an average over the whole day, which may not be what the community envisions during a slow travel time or peak travel.

Strand stated that we need to consider the impacts of internet shopping and getting people to the major destinations in the City.

Carroll suggested running A3 with O Street and without the one-way pairs. Commissioners felt it would be beneficial to run A2 through A5 without the one-way pairs as well.

Esseks asked if there has been any determination on whether a big box may be built in northeast Lincoln. He feels there must be a 4-lane highway from the south part of the City leading to the big box.

Hoskins explained that rehab costs have been added to the estimates so the number is representative of the needs for streets. It is not just the cost for the improvements.

Esseks complimented staff on the information provided thus far.

Hoskins asked the Commissioners what scenarios they would like staff to present at the public meeting. Carlson stated that he feels the evolution of the scenarios from the beginning should be shown. Commissioners agreed with this.

The meeting concluded at 11:59 a.m.

Respectfully submitted,

Michele Abendroth
Planning Department

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